

**All Faith Church Road**  
**SM-918**  
**St. Mary's County**  
**Huntersville Vicinity**  
**17th Century**  
**Public**

All Faith Church Road is located in the northeastern portion of St. Mary's County in the county's Fifth Election District. The road extends from its intersection with Golden Beach Road south for approximately 1.4 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

All Faith Church Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions. All Faith Church Road was most likely established as a dirt path that allowed travelers access from the Patuxent River landing, historically known as Long Point, to All Faith Episcopal Church (SM-83). Many of the eighteenth-century churches were located inland in order to be closer to the center of population. As a result, as the congregation grew, the associated transportation networks grew and improved as well. All Faith Church Road and its setting reflect trends in the architecture and agriculture of St. Mary's County in the mid- to late-twentieth century. The collection of mid- to late-twentieth-century dwellings reflects the growth in population associated with the suburbanization trends of St. Mary's County.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-918

### 1. Name of Property (indicate preferred name)

historic All Faith Church Road

other County Route 30007

### 2. Location

street and number Election District No. 5, Road runs SE from Golden Beach Road to MD 6 ☐ not for publication

city, town Huntersville ☒ vicinity

county St. Mary's County

### 3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

### 4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	0 objects
		<input checked="" type="checkbox"/> transportation	1 Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

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## 7. Description

Inventory No. SM-918

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

---

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

All Faith Church Road crosses over Killpeck Creek in northeastern St. Mary's County. The road extends from its intersection with Golden Beach Road south for approximately 1.4 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

### Location

All Faith Church Road is located in the northeastern portion of St. Mary's County in the county's Fifth Election District. The road extends south from its start point at Golden Beach Road and bends slightly west at mile point 0.6 to its end point at New Market Turner Road (MD 6). The road crosses Killpeck Creek at mile point 0.5. The entire length of the road is approximately 1.4 miles in length.

### Detailed Description

#### *The Roadway*

All Faith Church Road is an asphalt-paved, major collector route that varies from 18 to 22 feet in width. The travelway contains two divided lanes—one in each direction divided by a yellow-painted, double line, and white-painted lines frame the outer edges. The roadway is in good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and one notable curve at mile point 1.3. Its vertical alignment consists of a small ascent from Golden Beach Road to the lowland where it levels off at the crossing over Killpeck Creek (mile point 0.6). The road then ascends to its intersection at New Market Turner Road (MD 6). The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 0.6 from its origin, the roadway crosses Killpeck Creek, a minor waterway that runs west to east and empties into Trent Hall Creek. The creek runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert. Aluminum guiderails flank each side of the roadway at the culvert.

#### *The Right-of-Way*

Informal grassy and asphalt-paved shoulders appear on both sides within the All Faith Church Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners, including several residential developments, have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the west side of the road and then along both the east and west sides of the road and back along the west side of the road.

#### *The Setting*

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All Faith Church Road traverses a rural/residential area of northeastern St. Mary's County. The road extends through a landscape dominated by rural and residential land uses. All Faith Episcopal Church (SM-83; listed in the National Register, 2003) is located at the southeast quadrant of the intersection of All Faith Church Road and New Market Turner Road (MD 6) southeast of mile point 0.0.

The first half-mile of the road from its intersection with New Market Turner Road (MD 6) passes through a hilly sparsely developed wooded area. An early twentieth-century, gable-front dwelling and an early twentieth-century, frame tobacco barn are located adjacent to the roadway at mile point 0.2. Wood and barbed-wire fencing that denotes former pasture land is located to the north of the early twentieth-century residence and barn. Between mile points 0.6 and 1.0, several residences built in the latter half of the twentieth century are located on the east side of the road and are accessed by paved driveways. These residences are marginally visible from the roadway until mile point 1.0.

The last half-mile of the road consists of several late-twentieth-century residential developments, including "Holly Acres" (1970s) and "Quiet Acres" (1990s), both located on the east side of the road. Associated paved roads provide access from All Faith Church Road into the developments. Several dwellings dating to the 1970s are located on the east and west sides of the roadway on individual lots. A circa-1920, gable-front, frame dwelling is located southwest of the intersection of All Faith Church Road and Golden Beach Road at mile point 1.3.

## 8. Significance

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Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	Ca. 1692	Architect/Builder	Unknown
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Construction dates	Late-17 <sup>th</sup> Century-Twentieth Century
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Evaluation for:

☐ National Register☐ Maryland Register☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Historical Summary

All Faith Church Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions. All Faith Church Road was most likely established as a dirt path that allowed travelers access from the Patuxent River landing, historically known as Long Point, to All Faith Episcopal Church. Many of the eighteenth-century churches were located inland in order to be closer to the center of population. As a result, as the congregation grew, the associated transportation networks grew and improved as well.

All Faith Church Road and its setting reflect trends in the architecture and agriculture of St. Mary's County in the mid- to late-twentieth century. The collection of mid- to late-twentieth-century dwellings reflects the growth in population associated with the suburbanization trends of St. Mary's County.

### Historical Narrative<sup>1</sup>

#### *Summary of Road Building in St. Mary's County*

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.<sup>2</sup>

Aside from facilitating the transport of tobacco from farms to waterways for shipping, colonial roads in St. Mary's County also served to connect colonists to the capital, the courts, and church. Roman Catholic and Anglican churches served as

<sup>1</sup> The historical context will only detail the history of the road building in St. Mary's County as it relates directly to All Faith Church Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

<sup>2</sup> History Matters, LLC 2006: 7



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focal points for early community networks, and colonial roads helped to connect colonists to these religious centers. Colonists developed trails and roads leading to local houses of worship, many of which were located inland in order to be closer to the center of population.<sup>3</sup>

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.<sup>4</sup>

Between 1790 and 1840, the internal economy of St. Mary's expanded, creating a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.<sup>5</sup>

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.<sup>6</sup>

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.<sup>7</sup>

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the

<sup>3</sup> History Matters, LLC 2006: 13-14

<sup>4</sup> History Matters, LLC 2006: 11-15

<sup>5</sup> History Matters, LLC 2006: 20

<sup>6</sup> Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 283-285.

<sup>7</sup> History Matters, LLC 2006: 15-25

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twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.<sup>8</sup> Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.<sup>9</sup> By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.<sup>10</sup>

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.<sup>11</sup> As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.<sup>12</sup>

### *Development of All Faith Church Road*

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<sup>8</sup> Hammett 1991: 287

<sup>9</sup> *Map of Maryland Showing State Road System and State Aid Roads, 1927*, available at the Maryland Room, University of Maryland-College Park.

<sup>10</sup> History Matters, LLC 2006: 33

<sup>11</sup> History Matters, LLC 2006: 40

<sup>12</sup> History Matters, LLC 2006: 41

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All Faith Church Road derives its name from the church building that housed worshippers of the All Faith Parish, which comprised northeastern St. Mary's County from the mid-seventeenth-century until the present day. All Faith Parish was established circa 1655 and incorporated in 1692 as one of the original Anglican parishes in Maryland. At the time of its creation, the parish contained most of the Patuxent River side of St. Mary's County, though this region was part of Calvert County until 1695.<sup>13</sup> The original church building was constructed of log circa 1655 and rebuilt in 1693.<sup>14</sup> Purportedly, the name was originally "Allfaiths" as the early church building was the only one in Resurrection Hundred set aside for religious worship; therefore, it was used by all faiths.<sup>15</sup> The one-story brick church building that stands on the site of the former log church building was erected between 1766 and 1769.<sup>16</sup>

All Faith Church Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict a road near the current alignment of Golden Beach Road, the terminus of All Faith Church Road.<sup>17</sup> Most likely All Faith Church Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers from present-day Golden Beach Road to All Faith Church.

The 1865 Martenet Atlas of St. Mary's County is the earliest cartographic record that depicts All Faith Church Road. However, the road is described in the 1802 County Road Book as part of the second road division of Upper Resurrection Hundred. The book describes the path as "from All Faith Church Road to Indian Creek Road."<sup>18</sup> As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended.

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<sup>13</sup> Reverend Charles Daughtery, "The Church of England in Maryland, Especially St. Mary's County, 1634-1776, *Chronicles of St. Mary's*, Vol. 14, No. 9, September 1966, 25; In 1744, the southern portion of the All Faith Parish was annexed to St. Andrew's Parish.

<sup>14</sup> All Faith Episcopal Church, "Colonial Heritage," accessed via [www.allfaithchurch.com/sys-tmpl/ourcolonialheritage/](http://www.allfaithchurch.com/sys-tmpl/ourcolonialheritage/) 22 April 2008.

<sup>15</sup> Ibid.

<sup>16</sup> Maryland Historical Trust, "All Faith Episcopal Church, SM-83," National Register of Historic Places Inventory Form, April 1972.

<sup>17</sup> Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

<sup>18</sup> St. Mary's County, County Road Book, Upper Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.



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Name All Faith Church Road  
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Simon J. Martenet's 1865 *Atlas of Maryland* illustrates a road that follows the alignment of the current All Faith Church Road; the road leads north from the "P.E. Church" to terminate at an east-west route connecting Indian Creek to Charlotte Hall, most likely the current Golden Beach Road. According to Martenet's Atlas, a school was located at the southeast intersection of the All Faith Church Road and what is known currently as Golden Beach Road.<sup>19</sup>

With the exception of the All Faith Episcopal Church (SM-83) located at the southeast intersection of All Faith Church Road and New Market Turner Road (MD 6), All Faith Church Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the early twentieth century, are located at the origin and terminus of the roadway. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, but All Faith Church Road remained an unimproved dirt road in 1939. Presumably travelers, with the exception of local churchgoers, had little reason to use All Faith Church Road prior to the twentieth century, particularly as improvements were made to the larger, more traveled present-day Golden Beach Road and New Market Turner Road (MD 6). All Faith Church Road received a bituminous surface coating between 1939 and 1959 and was paved in asphalt as a result of the residential development that occurred in the 1970s. The road has since been widened and improved to meet current design standards and safety criteria, particularly after the construction of the two late-twentieth-century residential developments.

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<sup>19</sup> Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

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## 9. Major Bibliographical References

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Inventory No. SM-918

*See Continuation Sheets.*

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## 10. Geographical Data

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Acreage of surveyed property 1.4 miles  
Acreage of historical setting Approximately 1.4 miles  
Quadrangle name Mechanicsville, MD

Quadrangle scale: 1:24,000 (7.5 Minute Series)

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### Verbal boundary description and justification

The surveyed area of All Faith Church Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

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## 11. Form Prepared by

---

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-918

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### Bibliography

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Griffith, Dennis

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Historic Roads

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Martenet, Simon J.

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Marriott, Paul Daniel

1998 *Saving Historic Roads: Design and Policy Guidelines*. New York, New York: John Wiley & Sons, Inc.

Maryland Historical Trust

1972 "All Faith Episcopal Church, SM-83." National Register of Historic Places Inventory Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

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Pogue, Robert E. T.

1973 *Yesterday in Old St. Mary's County*. Bushwood, Maryland: Robert E. T. Pogue.

Ranzetta, Kirk.

1997 *Phase IV, St. Mary's County Historic Sites Survey. St. Inigoes (1<sup>st</sup>) and Milestown (7<sup>th</sup>) Districts*. Prepared for the St. Mary's County Department of Land Use and Growth Management.

2000 *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form.

St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

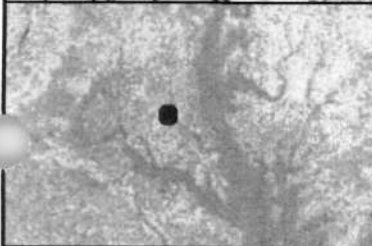
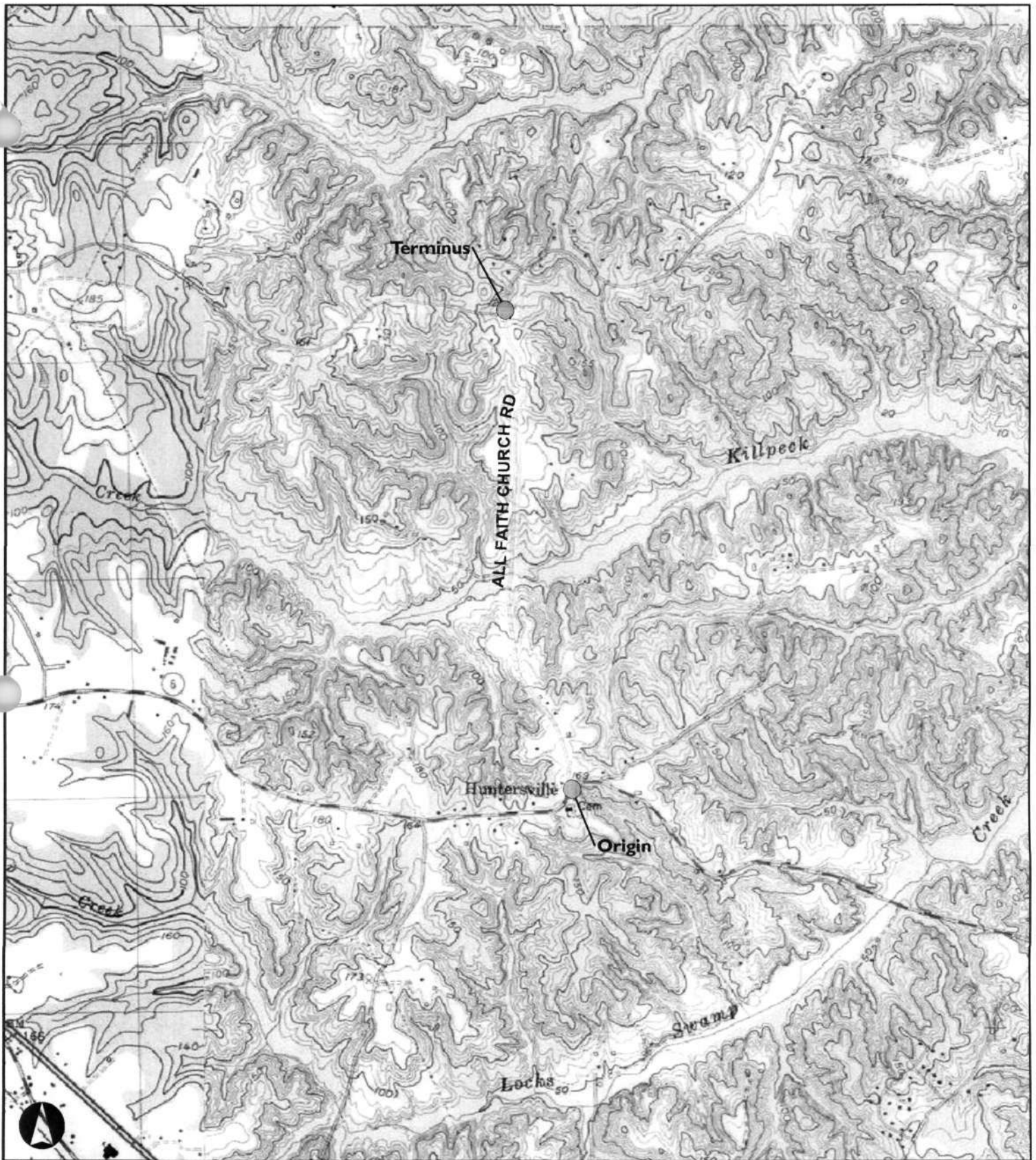
United States Geological Survey

1943 *Mechanicsville, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)

1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)



— Road Alignment 2005

2,000

Feet

### All Faith Church Road

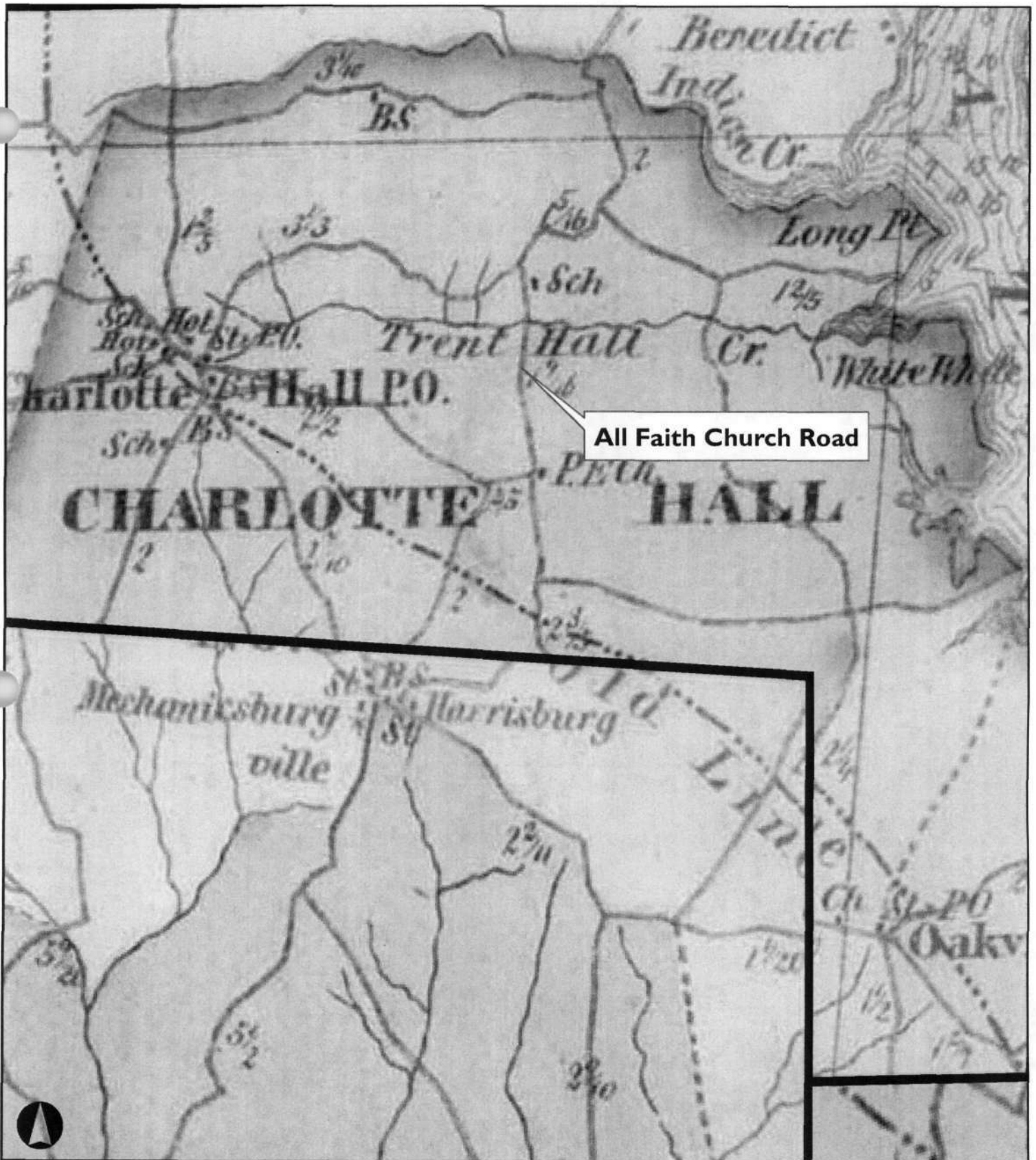
SM-918

Huntersville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Mechanicsville, MD.





All Faith Church Road

All Faith Church Road  
Huntersville Vicinity

SM-918

St. Mary's County, MD

Source: 1865 Martenet Atlas

76° 45'  
38° 30'



— Road Alignment 2005

2,000

Feet

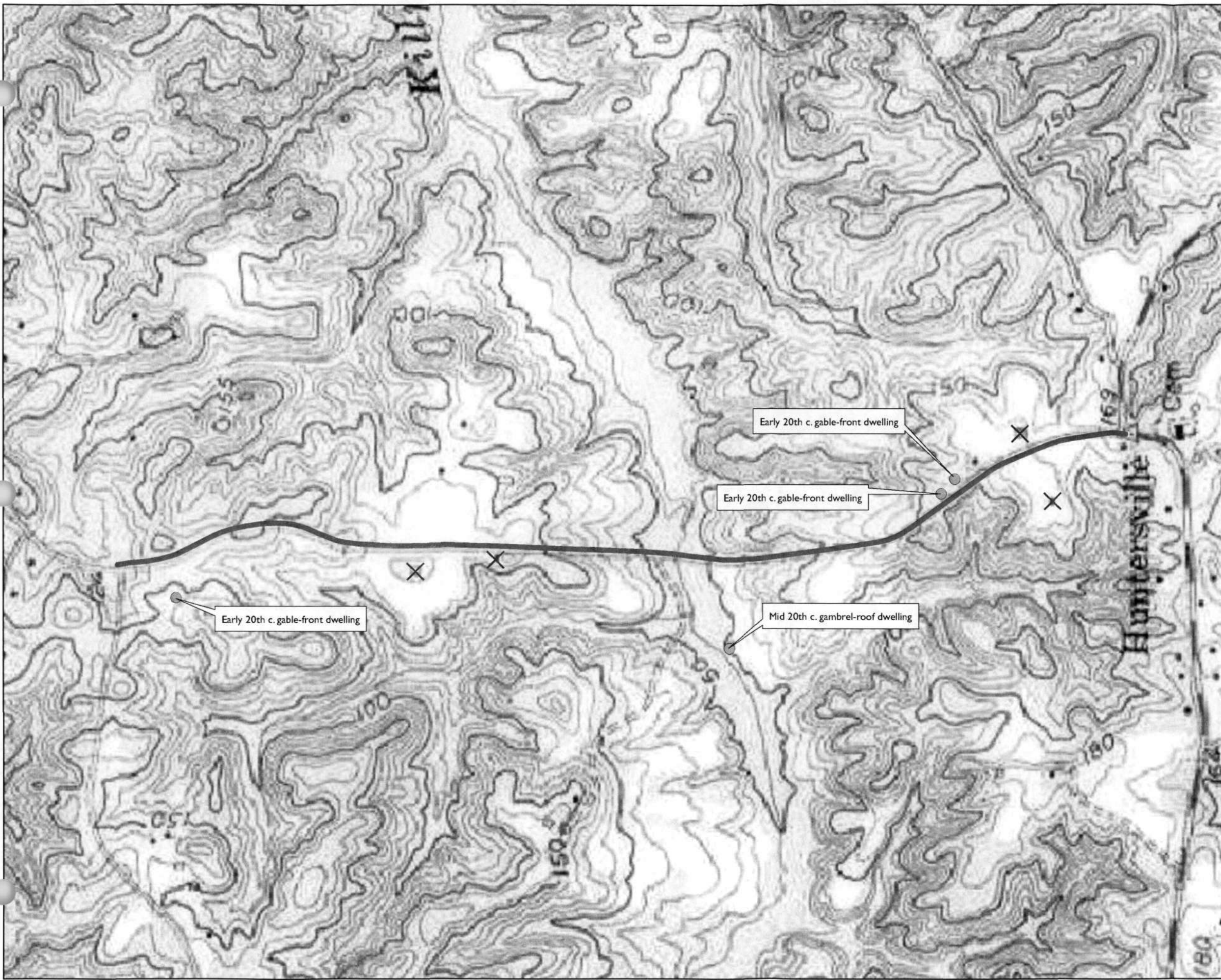
**All Faith Church Road  
Huntersville Vicinity**

SM-918

St. Mary's County, MD

Source: 1892 Leonardtown, MD USGS Quadrangle (15 Minute Series)





**All Faith Church Road  
SM-918  
Resource ID Map**



- X Resource Not Extant
- Extant Resource
- All Faith Church Road

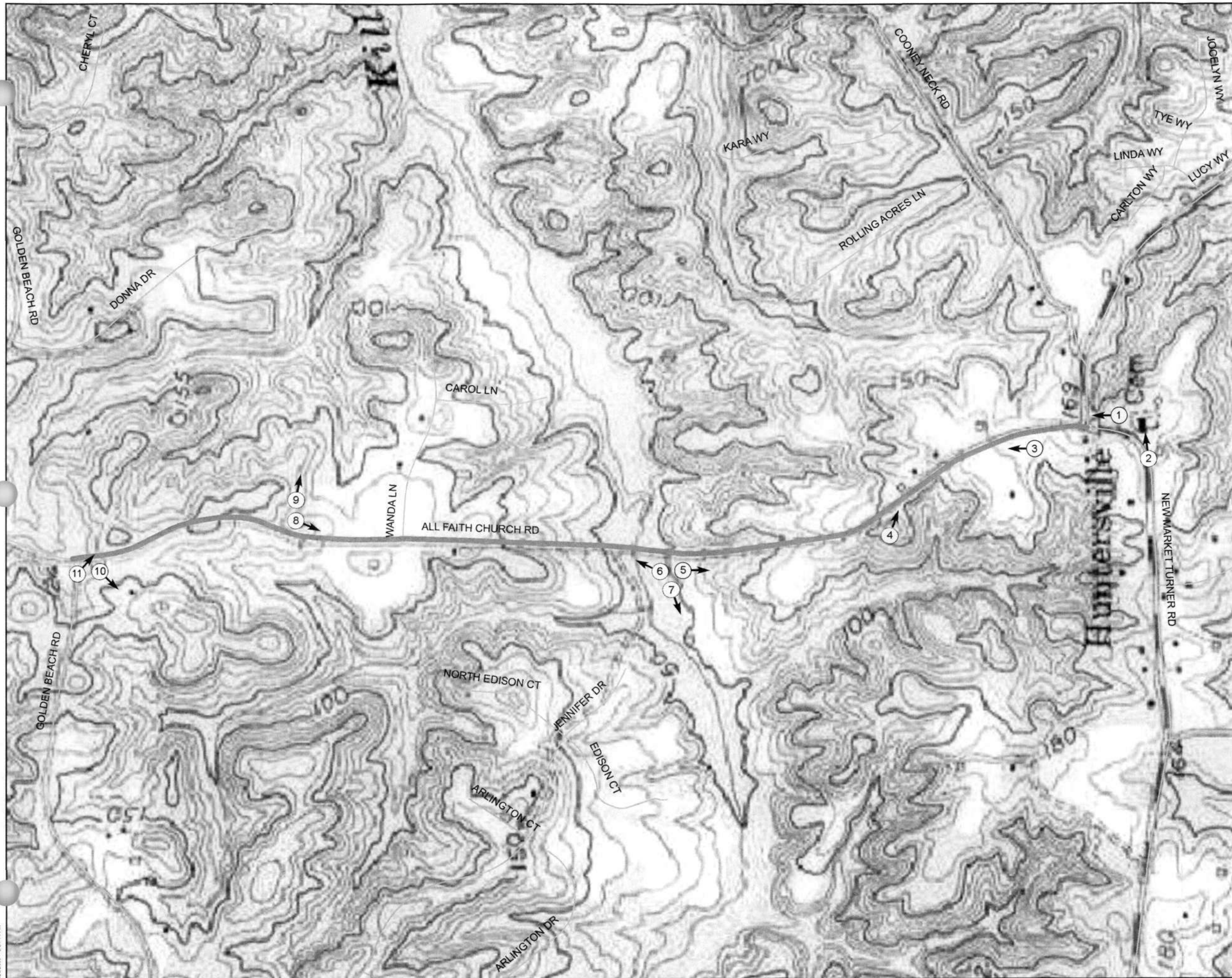
Source: USGS 7.5' Topo Quad, Mechanicsville, MD.

**Huntersville Vicinity  
St. Mary's County, Maryland**



May 2008





**All Faith Church Road  
SM-918  
Photograph Location Map**



Photo Locations

— All Faith Church Road

Source: USGS 7.5' Topo Quad, Mechanicsville, MD.

**Huntersville Vicinity  
St. Mary's County, Maryland**

500 0 500  
Feet

May 2008

**All Faith Church Road (SM-918)**

**Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008**

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-918_200804_01	SM-918	All Faith Church Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking north at origin of All Faith Church Road at New Market Turner Road (MD 6)	1 of 11
SM-918_200804_02	"	"	"	"	"	Mile Point 0.0, looking northeast to All Faith Church (SM-83)	2 of 11
SM-918_200804_03	"	"	"	"	"	Mile Point 0.2, looking north	3 of 11
SM-918_200804_04	"	"	"	"	"	Mile Point 0.2, looking southeast to early twentieth-century tobacco barn at 29258 All Faith Church Road	4 of 11
SM-918_200804_05	"	"	"	"	"	Mile Point 0.5, looking south	5 of 11
SM-918_200804_06	"	"	"	"	"	Mile Point 0.5, looking northeast to Killpeck Creek	6 of 11
SM-918_200804_07	"	"	"	"	"	Mile Point 0.5, looking southwest to mid-twentieth-century gambrel-roof dwelling	7 of 11
SM-918_200804_08	"	"	"	"	"	Mile Point 0.9, looking southwest	8 of 11
SM-918_200804_09	"	"	"	"	"	Mile Point 0.9, looking east along Wanda Lane into Holly Acres Residential Development	9 of 11
SM-918_200804_10	"	"	"	"	"	Mile Point 1.4, looking southwest to dwelling at 29807 All Faith Church Road	10 of 11
SM-918_200804_11	"	"	"	"	"	Mile Point 1.4, looking southeast from terminus of All Faith Church Road at intersection with Golden Beach Road	11 of 11

SM-918





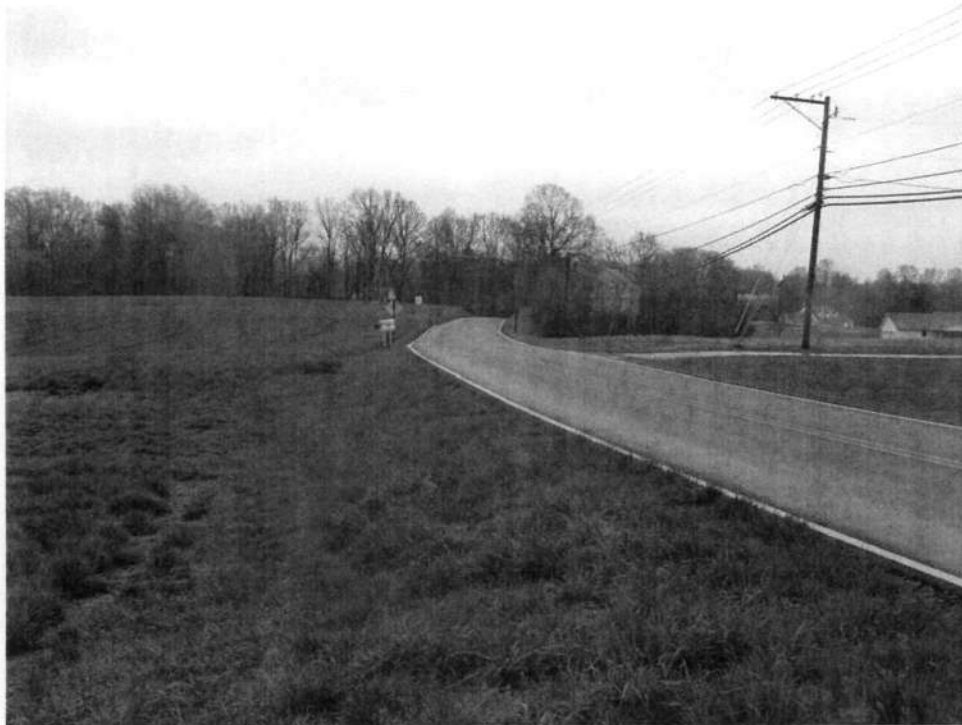
Mile Point 0.0, looking north at origin of All Faith church Road at New Market Turner Road  
(MD 6)  
1 of 11



Mile Point 0.0, looking northeast to All Faith Church (SM-83)  
2 of 11

**SM-918**  
**All Faith Church Road**  
**St. Mary's County, MD**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 0.2, looking north  
3 of 11



Mile Point 0.2, looking southwest to early twentieth century tobacco barn at 29258 All Faith Church Road  
4 of 11

**SM-918**  
**All Faith Church Road**  
**St. Mary's County, MD**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 0.5, looking south  
5 of 11



Mile Point 0.5, looking northeast to Killpeck Creek  
6 of 11

**SM-918**  
**All Faith Church Road**  
**St. Mary's County, MD**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 0.5, looking southwest to mid-twentieth century gambrel-roof dwelling  
7 of 11



Mile Point 0.9, looking southwest  
8 of 11



Mile Point 0.9, looking east along Wanda Lane into Holly Acres Residential Development  
9 of 11



Mile Point 1.4, looking southwest to dwelling at 29807 All Faith Church Road  
10 of 11





Mile Point 1.4, looking southeast from terminus of All Faith Church Road at intersection with Golden Beach Road  
11 of 11



SM-918

All Faith Church ROAD  
ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.9 looking N @ origin of All Faith Church ROAD  
@ New Market Turner ROAD (MD 6)

Photo # 1 of 4



SM-918

All Faith Church ROAD

St. Mary's County, MD

EXDUNG

04.2008

MD SHPO

mile point 0.0, Looking NE to All Faith Church (SM-83)

Photo # 2 of 4





SM-918

AN Faith Church ROAD

St. MARY'S County, MD

E. YOUNG

04.2008

MD STPO

mile point 0.5, Looking NE to Killpeck Creek

Photo # 3 of 4



SM-918  
All Faith Church ROAD  
St. Mary's County, MD  
ENOWING  
04.2008  
MD SHPO

Mile point 1.4, Looking SE from terminus of All Faith  
Church ROAD @ intersection with Golden Beach ROAD  
Photo # 4 of 4